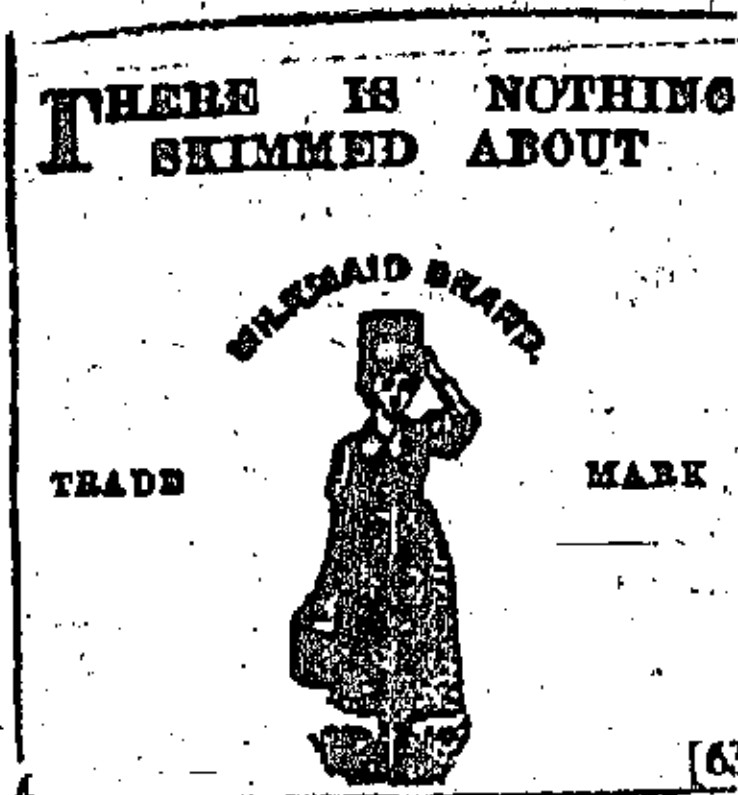




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Hongkong, 1st September, 1910. [a36]

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P. O. FEUSTER,
Manager.
Hongkong, 1st January, 1913. [146]

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Hongkong, 4th December, 1907. [a24]

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Hongkong, 31st July, 1907. [56]

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of paper only.

No anonymous signed communications that have already appeared in other papers will be inserted.

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MARRIAGE.

On February 5th, by special licence, in presence of the Registrar General of Hongkong and the Vice-Consul General for the United States, ARTHUR S. ALLAN, of Manila, to ELISA ALICE WILLSON, of Sydney, Australia. Manila papers please copy.

HONGKONG OFFICE: 104, DES VOGES ROAD, G.
LONDON OFFICE: 181, FLEET STREET, E.C.

The Daily Press.

HONGKONG, FEBRUARY 12TH, 1913.

In connection with the recent discussions respecting the temporary failure on China's part to meet the Boxer indemnity payments, the Republican Press has been urging a reconsideration of the whole question. It is pointed out that the Boxer troubles were the product of forces which were at work entirely foreign to the present régime in China, with which the latter was never associated, either directly or indirectly. According to the *China Republican*, "They were the natural outcome of a rotten machinery of Government—if the corrupt fabric which passed for a government could be elevated to the dignity of being termed a Government. They could not have been prevented, and to attempt to argue otherwise would be tantamount to holding the law of cause and effect in a state of suspended animation. The natural sequel was bound to follow the original cause, as the night the day. The unfortunate series of incidents which rendered the year 1900 one of the most lurid periods of history could not have been avoided by any human means, and to mercilessly associate the present régime with circumstances over which it had no possible control essentially savours of a degree of harshness that is not justified by circumstances." It is therefore urged that the time has come for the Powers to seriously contemplate the moral justice of relieving China of further payments under

the agreement. The possibility of this, we imagine, is remote. At the time the indemnity was demanded Great Britain and Japan, as well as the United States, were in favour of a reduction of the huge indemnity demanded by the Powers. The total indemnity amounted to 450,000,000 taels, equivalent to \$25,000,000. Of this total, Russia's claim was over 180 million taels, Germany's 90 million taels, France's, about 71 millions, Great Britain's 50 millions, Japan's 34 millions, and the United States 33 millions. Austria-Hungary, Belgium, Spain, Portugal, Italy, Holland, Sweden and Norway and other Countries also had their claims admitted. Nearly one-half of the indemnity goes to Russia and France, the nations which suffered in the Peking *couettes* the least of all, and whose economic interests in China are comparatively negligible. By the British Press, both in the Far East and at Home, the distribution of the indemnity was trenchantly criticised at the time the agreement was made. The British claims were carefully scrutinised, and insupportable claims were struck out. Turning back our own files, we find the *Hongkong Daily Press* alluding to this in the following terms: "The remaining nations were not, of course, bound to make these voluntary sacrifices, but their representatives were certainly bound to examine the foundations of each claim before sanctioning them; this was unfortunately not done, but the various demands were practically thrown into a hat without sifting and the sum total taken." The injustice of these claims continues to rankle in China. It is pointed out, for example, that "Russia claimed her share at the rate of \$100 per head for no fewer than 120,000 men, who were never employed, directly or indirectly, in suppressing the outbreak." But the same forces that stood in the way of a reduction of the indemnity twelve or thirteen years ago are as strong as ever. America has since remitted something like half the amount of her portion of the indemnity and the general comment at the time was that America's claims were exorbitant enough to enable her to remit without incurring any actual loss. Great Britain did not follow that example, because remission meant to her direct loss. However that may be, the United States has gained a great deal of kudos in China by making the concession, and Chinese goodwill we agree, is a commercial asset which cannot be ignored with impunity. But since it occurs that nations which have the least beneficiary interest in Chinese commerce draw the largest profits out of the indemnity the hope of the Powers agreeing to forego the indemnity in order to buy China's goodwill, is doomed to disappointment, for recent events have shown they are determined as ever to demand their "pound of flesh."

At the Magistracy yesterday a Chinese woman was fined \$5, the alternative being fourteen days in prison, for wasting water.

The Allan Wilkie Company last night produced "Lady Windermere's Fan" to a fair audience in the Theatre Royal. The performance was up to the high standard set by this talented combination of artists, who leave behind them excellent impressions of their clever work.

There was no business of importance at the fortnightly meeting of the Sanitary Board held yesterday afternoon. The President intimated that there was no minutes on any of the papers circulated and with the permission of the meeting they were laid on the table *en bloc*. The proceedings barely lasted two minutes.

M. Liebert, the French Consul General, appeared at the Magistracy yesterday to prosecute his four chair coolies for absenting themselves from duty without permission. Defendants stated that they went to make some holiday calls, and M. Liebert, asking for a small penalty, his Worship imposed a fine of fifty cents each.

A Chinese contractor was yesterday summoned to attend at the Magistracy to answer a charge of deviating from a plan which had been approved by the Building Authority. Two other men were charged with him. It was stated that the plan was for the reconstruction of a house, and the defendant had departed from the plan in respect of a certain wall. The contractor was fined \$50 and the other two defendants were discharged.

The Wongneichong Kiddies' Dramatic Troupe gave successful performances at the Seamen's Institute on Monday night. The first part of the programme was devoted to the rendering of "Beauty and the Beast," which included a series of well staged tableaux. In the second part an original cast of a pretty little play entitled "Ma Belle," by Mr. W. H. L. Warrenner, met with a good reception, the children going through their parts very cleverly indeed.

THE KOWLOON BURGLARIES.

At the Magistracy yesterday Mr. Hazland committed to the Criminal Sessions for trial a Chinese who stood charged with six counts with robberies in Kowloon. Evidence was given yesterday, repeating a robbery at the residence of Mrs. Robinson, wife of Major Robinson, No. 2, Knatsford Terrace, on the 21st January. Mrs. Robinson stated that at three o'clock in the morning she was awakened by the door handle being turned. As she switched on the light a man came into the room. She jumped out of bed, and the man ran out the room. She followed him into the hall and turned on the electric light, at the same time calling out to an Indian orderly, who was on the verandah underneath. The orderly chased the man through the bath-room. Witness then called Major Hunter. Witness identified five pairs of boots and shoes produced as her property.

The orderly spoke to chasing the defendant, who was carrying a shot in which he had wrapped up a number of boots and shoes, and catching him about 250 paces off.

Other evidence was heard, and, as stated, the defendant was committed.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council is called for Thursday afternoon:—

The business includes resolutions under the Opium Ordinances, 1909-1911:—(a.) Prohibiting the importation of raw Turkish Opium. (b.) Permitting transshipment in Hongkong of raw Indian Opium exported from China by the Chinese Maritime Customs, and a resolution under the Companies (Winding-up) Rules.

The orders of the day are:—
First reading of a Bill entitled, "An Ordinance to amend the Opium Ordinance, 1909."

First reading of a Bill entitled, "An Ordinance to amend the Magistrates Ordinance, 1890."

First reading of a Bill entitled, "An Ordinance to consolidate and amend the law relating to the powers of arrest of Revenue Officers."

First reading of a Bill entitled, "An Ordinance to amend the Mercantile Bank Note Issue Ordinance, 1911."

First reading of a Bill entitled, "An Ordinance to amend the Vagrancy Ordinance, 1897."

Second reading of the Bill entitled, "An Ordinance to amend the Summary Offences Ordinance, 1846."

ROYAL HONGKONG GOLF CLUB.

The Sealed Handicap Competition, open to Ladies only, for the Cup presented by Mr. A. G. Coppin, has resulted as follows:—

Mrs. J. W. Stewart	103	12	91
Mrs. Bonnar	119	24	95
Miss H. Tomes	95	95	95
Miss Tomes	93	2	95
Mrs. R. D. Harvey	117	16	101
Miss M. Rodger	120	18	102
Mrs. J. Rodger	121	18	103
Mrs. Hastings	125	21	104
Mrs. Pearce	129	24	105
Mrs. E. McEldown	124	18	106
Mrs. Stair Stewart	118	11	107
Mrs. Milner Jones	121	12	109
Mrs. Wakeman	124	14	110
Mrs. Perfect	131	21	110
Mrs. Philp	138	24	114
Mrs. A. Ritchie	144	24	120

Miss H. Tomes' score of 96 was made up of a 50 and a 46—the 50 in the first round being accounted for more or less by a 9 at the 9th hole, where trouble was met.

The committee thank those gentlemen who were good enough to assist with the fixing up of the above handicaps.

HONGKONG YACHT CLUB.

THIRD RACE FOR MR. ROUSE'S CUP.

The course for this race on 8th February was from the usual starting line, round the Lyceum Beacon, Cust Rocks Buoy and again round the Lyceum Beacon, leaving all marks to port, 10.00 miles. The following boats started at 2.30 p.m. in a steady south-east wind:—

Boat	Time	Score
Dione (Sir F. H. May)		Overs.
Kathleen (Officers, R.E.)	6 22	
Colleen (Mr. S. S. Moore)	6 29	
Dorothy (Mr. C. G. Alabaster)	6 42	
Bonito (Messrs. Delanoy & Bird)	20 7	
Halcyon (Capt. Johnston)	20 7	

In the first heat to the Beacon the Kathleen made one tack across to the Kowloon shore, all the others working the Hongkong side. The Dione was not sailing at all in her usual style and was nearly beaten by Kathleen. The Beacon was rounded by Dione about 2 lengths in front of Kathleen with Colleen some 3 minutes after followed by Bonito and Halcyon seven minutes or so later, with Dorothy, which had made a bad start, last. In the run down the Dorothy passed Halcyon and cut out Bonito at the mark, but gave up after rounding. Again in the second round Dione failed to show her usual form, only just keeping up with Kathleen. In fact there was very little difference in the times of any of the boats, the small one designers making nearly the same time as the larger boats.

A plain sail in brought the boats to the finishing line at:—

Boat	Actual Time	Corrected	Order	Points	Total
Dione	4 36	6 43	6	4	18
Kathleen	4 30	20	4	2	6
Colleen	4 39	56	4	3	16
Bonito	4 46	23	4	2	21
Halcyon	4 49	03	4	2	54

Dorothy fouled the Beacon.
Bonito won the cup with 21 points in the three races, Dione being second.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

REPORTED DEATH OF CAPTAIN SCOTT AND PARTY.

SAID TO HAVE PERISHED IN A BLIZZARD.

LONDON, February 11th.

Reuter's correspondent at Wellington telegraphs that the *Terra Nova* has reached Oamaru from the Antarctic.

The Central News announces that Captain Scott and his party perished in a blizzard after reaching the South Pole on the 18th January, 1912.

Captain Scott's wife is at present on the high seas half-way to San Francisco from Wellington. Her last letter from her husband was in May last.

Mr. Ponting, the photographer of the expedition, says that Captain Scott's party was composed of Dr. Wilson, Captain Oates, Lieutenant Bowers, and Petty Officer Evans.

ROYAL SYMPATHY.

The King has telegraphed to Lord Curzon, President of the Royal Geographical Society, his deep grief on the news of the loss of Captain Scott and five of his party just when they were hoping to welcome them home from their great and arduous undertaking.

"VICTORY AND DEATH."

"The victory and death" of Captain Scott and his companions is the theme of editorials in most newspapers, which, in the absence of details of the calamity, publish pages of obituaries, articles and pictures of the expedition, and interviews with members of former expeditions, who express the opinion that the party, putting it fine in the matter of food in order to make the dash to the Pole, probably perished from starvation.

POLAR EXPERTS' VIEWS.

Sir Ernest Shackleton and Captain Amundsen, interviewed at New York, said they were shocked beyond expression, at the report, and said that they did not believe that the blizzard was solely accountable for their deaths.

Captain Peary has offered his deepest sympathy to the relatives of the deceased men and to the entire British nation at the unexpected catastrophe.

THE VICTIMS.

The notices in the papers regarding the victims state:—
Dr. Wilson was the chief scientist of the expedition.

Captain Oates, of the Inniskilling Dragoons, was selected to take charge of the ponies on account of his experience in India and Tibet. He was mentioned in despatches in South Africa.

Lieut. Bowers, of the Indian Marine, had charge of the commissariat.

Petty Officer Evans was in charge of the sledges and equipment.

ROYAL GEOGRAPHICAL SOCIETY.

The meeting of the Royal Geographical Society was adjourned after a speech by the Chairman, Mr. D. W. Freshfield, bidding farewell to the band of heroes whose names would shine as an example of the endurance qualities of Englishmen.

[A writer in the *Daily Mail* Year Book states:—Probably the past season will be notable for the double conquest of the South Pole. It is not yet definitely known if the British party under Captain Scott arrived there, but hopes are entertained that next spring will bring word that such has been the case. The British explorers, after wintering at the western end of the ice barrier, left the southern point of Ross Island (lat. 77° 42' S.) on November 2nd. The distance to the Pole, in a straight line, was about 850 miles. The conditions were not favourable to fast travelling, but by dogged efforts the explorers made their way over the Barrier ice and up to the high plateau region of South Victoria Land by way of Beardmore Glacier, previously traversed by Sir Ernest Shackleton. By January 4th they had advanced to a point in lat. 87° 42' S., having travelled from Hut Point a distance of over 680 miles in 62 days. Their average rate of progress southwards was about 11 miles a day. Here the last supporting party turned back, leaving Captain Scott and four companions to continue the journey to the Pole, a distance of about 170 miles.]

Captain Robert Falcon Scott, R.N., who was born at Devonport on 6th June, 1868, was educated at Stubbington House, Fareham, and entered the Navy in 1882. He commanded the National Antarctic Expedition, in the *Discovery*, from 1900 to 1904, and in recognition of his services to geographical research was promoted to the rank of Captain in the Navy. He is a gold medalist of the Royal Geographical Society, Royal Scottish Geographical Society, American, Swedish, Danish, Philadelphia and Antwerp Geographical Societies. He married in 1908 a daughter of the late Canon Lloyd Bruce.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

JAPANESE CABINET RESIGNS.

EXCITING SCENES IN TOKYO.

TOKYO, February 11th.

The Cabinet has resigned, and the opening of the Diet has been further postponed. The public indignation against the papers which favoured the Prince Katsura administration was shown on Monday afternoon by an attack on the *Kokumin*, *Miyako*, and *Yamato* offices. The *Miyako* office was burned, and the *Kokumin* was the centre of exciting scenes. The wreckers were mostly students. The staff of the paper defended themselves with revolvers. They are now protected by the police.

[THROUGH REUTER'S AGENCY.]

JAPANESE POLITICAL CRISIS.

LONDON, February 11th.

The suspension of the Diet in order to prevent the Opposition from moving a vote of censure and the unconstitutional methods of the Government led to serious riots, in which the casualties numbered six dead and seventy injured.

It is expected that the Katsura Cabinet will resign.

The mob attacked newspapers offices, wrecked police stations and burned trains. There was constant fighting with the police, who succeeded in repulsing the attack on the Premier's residence.

BRITISH DEFENCE FORCES.

LONDON, February 11th.

In the House of Lords on Monday, Lord Middleton asked: Would the present condition of the Territories enable them to take the field immediately on the despatch of an expeditionary force of 160,000 and guarantee the country in the event of invasion?

Lord Herschell, replying for the War Office, said that Mr. Asquith some weeks ago at the time the Committee of Imperial Defence was sitting under his chairmanship, decided to reconsider the question. There were now 263,000 men in the force, apart from the National Reserve, and recruiting was buoyant. Moreover, the War Office knew that in the event of war the men who had recently left would rejoin in far greater numbers than were required to raise the force to establishment strength. Arms and equipment were available for the whole number. The Government's answer was that they can now guarantee in any of the present circumstances that the country can be safeguarded against a blow aimed at its heart. To consider any large increase of expenditure solely for Home defence would be a disastrous policy. The whole of the Army Council concurred in that view, which was also strongly held by the General Staff. Nevertheless, the Government was not satisfied and aimed at an establishment of 315,000. They had considered the possibility of utilizing the National Reserve, which was now 190,000 strong, to fill the gaps in the ranks of the Territorials, and to this end they had decided to pay County Associations, in addition to the present shilling, 5/- to each man who was willing to serve for Home defence in a time of grave national emergency, and 10/- to those who were similarly willing to serve anywhere in the world. The men's present obligation refers to a time of great national peril. No money will be paid to the men themselves in time of peace. Lord Herschell concluded with an appeal for voluntary service from every man. Should young men come forward, as was hoped, the Government were prepared to so expand the forces as to find a place for all.

ANGLO-GERMAN NAVAL STANDARD.

STANDARD.

LONDON, February 11th.

At question time in the House of Commons on Monday Mr. Churchill announced that by April, 1916, Germany would have 26 Dreadnoughts and Great Britain 43, excluding the *Malaya* and any provided by Canada.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE BALKAN WAR.

TERRIBLE MONTENEGRIN LOSSES. Telegrams from Podgoritz, the headquarters of the Montenegrin army, report that three days' desperate fighting took place at Skutari. The Montenegrins admit having suffered terrible losses. On Sunday night the height known as Great Bardanjoli, dominating Skutari from the east, was taken by storm.

It is officially reported from Cetinje that the Montenegrin losses at Bardanjoli amounted to 2,500, while 4,000 Turks, dead and wounded, were found on the battlefield. There have also been three days' fierce fighting at Tarabosch, and the fighting continues.

THE BULAIR FIGHT.

A message from Sofia states that the Bulgarian losses at Bulair on Saturday were five officers and 412 men wounded and two officers and some men killed. The Turks suffered enormous losses, including twenty officers, quick firing guns, rifles, and stores.

THE TURKISH ADVENTURER.

A message from Port Said reports that the Turkish battleship *Hamidieh*, which surprised a Greek town last month and afterwards proceeded to the Red Sea, has passed the Canal on her return to the Dardanelles.

A TURKISH SPECIAL MISSION.

Hakki Pasha, the former Grand Vizier, left Constantinople on Tuesday, with the intention of proceeding to Vienna, Paris, London, and Berlin on a special mission.

THE MEXICAN REVOLUTION.

NEW PRESIDENT PROCLAIMED.

LONDON, February 11th.

A message from Mexico City states that President Madero and family have fled, and it is reported that the Cabinet has resigned.

General Blanquet, upon whom the President relied, arrived with troops at the capital, but was unwilling to fight against Diaz. Moreover, after severe fighting, the artillery surrendered to the rebels.

President Madero has notified Diaz that he expected him to protect foreigners.

A later message from Mexico City states that Felix Diaz has been proclaimed President.

CANADA AND CHINA.

LONDON, February 11th.

The Hon. Mr. Foster, Canadian Minister for Trade and Commerce, who is proceeding on a tour to Australia returning via Japan, in connection with trade and immigration questions, will also visit China.

GERMAN ROYAL RECONCILIATION.

LONDON, February 11th.

Reuter's correspondent at Berlin wires that Their Majesties, the Crown Prince, and Princess Victoria Luise suddenly went to Karlsruhe on Monday with a view to arranging the marriage of the Princess to Prince Ernst August of Cumberland, with whom the Imperial Family have finally become reconciled. It is understood that Prince Ernst August has renounced his claim to the throne of Hanover and ascends the dual throne of Brunswick.

A Berlin telegram states that the engagement of Princess Victoria Luise to Ernst August, Duke of Brunswick-Lueneburg, is officially announced.

GREAT BRITAIN AND FOREIGN AVIATORS.

LONDON, February 11th.

The Government has introduced a Bill empowering the prohibition of aircraft flying over prescribed areas and requiring foreign aircraft to land within certain areas. In the event of disregarding the warning signal it shall be lawful to fire on them or in other way to compel compliance.

The House of Commons has read the Navigation Bill a second time. Colonel Seely said the Bill was not aimed at any Foreign Power but to prevent mischievous persons flying over places where combustible stores are kept.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

JAPANESE SHIPPING COMPETITION.

BRITISH GOVERNMENT ENDEAVOURING TO ARRANGE WITH JAPAN.

LONDON, February 11th.

In the House of Commons on Monday Sir J. D. Rees addressed a question calling attention to the subsidised Nippon Yusen Kaisha undercutting British rates between Hongkong, Singapore, Rangoon, and Calcutta, while the British were excluded from the Japanese coasting trade. He asked what immediate action was proposed.

Mr. Asquith replied that Japan had been approached with a view to securing a satisfactory arrangement. Proposals for this object were under consideration, and in view of these negotiations immediate retaliatory action excluding Japanese steamers from the Indian coasting trade were not contemplated.

OBITUARY.

LONDON, February 11th.

The death is announced of the Scottish artist, Sir George Reid, who was President of the Royal Scottish Academy from 1891 to 1902. He was born at Aberdeen on October 31st, 1841.

CORRESPONDENCE.

THE QUESTION OF MR. LANZIUS' QUALIFICATIONS.

TO THE EDITOR OF THE "HONGKONG DAILY PRESS."

Sir, I beg to be allowed the privilege of replying to the statement which appears in the *Daily Press* of yesterday to the effect that you have been "authoritatively" informed that Mr. Lanzius was never engaged at all by Sir Paul Chater as a mining engineer or otherwise howsoever, and that "Sir Paul Chater knows nothing of Mr. Lanzius' qualifications as a Mining Engineer, nor how long Mr. Lanzius may have purported to act as such."

1.—Why did Sir Paul Chater allow my name to appear in the articles of association of the Hongkong Iron Mining Company as a Mining Engineer, if he did not consider I had the necessary qualifications? 2.—Why did he report about that mine ever contradicted? As a matter of fact, it was corroborated by Mr. Eisler and Mr. Barker, both mining experts of considerable experience. One of these gentlemen in his report also favourably commented upon the work done by me in connection with that mine.

3.—In an agreement dated 10th October, 1906, and signed by Sir Paul Chater and the late Sir H. N. Mody, it is stated that I, as mining engineer, had conducted operations in prospecting, exploiting, and discovering iron ore deposits and in developing and opening up the mines.

4.—Though I have had experience as a mining engineer in South Africa, Australia, Klondyke and elsewhere, I will confine myself to indicating what I have done in the vicinity of Hongkong.

(a) Can Sir Paul Chater deny that he recommended me to Father Robert of the French Mission to proceed on five mining propositions there?

(b) Why did he pay me at the rate of \$3,000 per month if I did not possess mining experience?

(c) Can he deny that my reports made about the Tonkin properties have not turned out to be correct?

(d) Why did he engage me again to proceed to Borneo to report upon a coal mine at the same remuneration?

(e) Was not my report on that subject correct?

I am certain that Father Robert will satisfy any one who makes inquiries that my reports on the matters with which he was concerned were correct.

I hope I have shown from this that when I write a report on a property I know what I am talking about. I am very glad that another engineer is coming to report on the New Territory project.

Sir Paul Chater was told by me in 1906 that there was tin in that locality. At that time tin was only worth 250 a ton. I told Sir Paul that at that price dredging would pay. To-day the price of tin is about \$225 per ton.

I may add that an action is at the present moment pending in which I am claiming from Sir Paul Chater a considerable sum for remuneration of my services as mining engineer.—I am, yours truly, GEO. LANZIUS.

[Mr. Lanzius has submitted for our inspection the printed articles of association of the Iron Mining Company, in which he is described as a mining engineer, and also the agreement referred to in paragraph 3.—Ed., H.D.P.]

COMPANY MEETING.

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY.

The ordinary half-yearly meeting of shareholders in the above Company was held yesterday at the offices of the Company. Mr. R. Fuhrmann presided, and there were also present: Hon. Mr. C. H. Ross, Messrs. H. A. Siebs, F. Lieb, F. H. Armstrong, G. Friesland, R. Laurens (directors), W. E. Clarke (secretary), T. F. Hough, J. M. Alves, J. M. E. Machado, M. Northcote, and H. Schluter.

The Secretary, having read the notice convening the meeting, The Chairman said:—Gentlemen,—The report and statement of accounts with auditors' report attached having been in your hands for the usual period, I will, with your permission, take them as read. In view of the continued keen competition experienced on all the lines operated by the Company, the amount standing at credit of profit and loss account for the period under review will, I trust, be considered satisfactory by shareholders, and I hope the proposed appropriations will meet with your approval. The statement of accounts, as usual, is so plainly set forth that they do not require much further elucidation on my part more than to mention that investments in shares and debentures of public companies have been increased by \$60,465 inclusive of \$25,000.75 appreciation in value as adjusted in accordance with quotations current on 30th December last. Loans on mortgage remain the same, the loans advanced show a satisfactory margin of safety, the properties having been inspected and re-valued by the Company's surveyors, Messrs. Palmer & Turner. The value of properties at Canton has been reduced by the amount recovered from insurance owing to the recent big fire that occurred at Canton on the 9th November last. If you follow these accounts as issued from year to year you will notice the gradual writing down process of steamers, wharves and properties belonging to the Company, and I am sure shareholders will appreciate this method as adopted by your directors. The net earnings of steamers compare favourably with the previous half-year and corresponding period for 1911. Amounts expended in repairs are always heavier in the second half of the year, as more vessels are docked at this time by taking advantage of the finer weather and freedom from typhoons. Income from investments is about the usual average. An amount of \$12,433.88 has been debited to "Special Repairs Fund" for extraordinary repairs to the s.s. *Honani* and cost of increased stateroom accommodation on the steamer *Huangshan*. These improvements are necessitated by increased demand for cabin traffic and to fulfil a desire on the part of your Board to keep the vessels of the fleet in an up-to-date state. Your directors have been advised by experts that the s.s. *Huangshan* should be fitted with double funnels to secure greater economy in the working of her boilers, it was decided to adopt the system, and I am pleased to say that the result is very satisfactory. The loss in exchange by subsidiary silver coinage during the six months' working amounted to \$24,051.58. With reference to this loss, for loss it is, it proves what a mistaken idea it is to say such loss can be offset by charging higher rates. Such an absurdity could not work with all the opposition vessels on the river charging 10 cents for deck passages to and from Canton during the whole of the period under review. Such a contingency is regulated by the forces in competition. I am pleased to inform you that after somewhat protracted negotiations with the Chinese provincial authorities at Canton, a renewal of the lease of the Company's wharf site at Canton has been granted, which will enable us to start rebuilding the wharf which was destroyed by fire on the 9th November last. At the previous meeting of shareholders held in August last the Chairman mentioned that your directors had under consideration the question of building of a new steamer, and it now gives me pleasure to inform you that the Board's decision to construct a vessel suitable for either the Canton or Macao service was arrived at after very careful consideration. By this means it will be possible to immediately replace one of our steamers in the Canton service should it be found necessary, while, the new vessel will in ordinary be employed on the Macao line. The difficulty was to so plan and arrange the vessel as to be particularly suitable for either service. The result can be seen by inspection of the plan produced. From several tenders received the contract was awarded to the Hongkong and Whampoa Dock Co., Ltd., on the 30th August last, at a price acceptable to your Board, and shareholders are to be congratulated that the contract was settled so early, as prices of all construction material have since risen from 20 to 30 per cent. This vessel will be built to Lloyd's specifications and Board of Trade requirements and of the very best material and workmanship. She will be of the twin-screw type with engines and boilers

to make a speed of 15 knots. Her dimensions will be: Extreme length 290 feet, breadth of beam at main deck 53 feet and on the 7 feet water line 48 feet. Her light load draft will be 7 feet and with 387 tons of deadweight 8 feet 14 in. mean draft. Her engines will develop over 3,000 I.H.P. with the boiler-working pressure of 180 lbs. She will be built on the cellular-double-bottom principle and of great strength. Her accommodation for all classes of passengers will be of the very best and calculated to meet the changing requirements of the East. The builders hope to have the vessel completed by September of the current year. As decided at the last general meeting and proposed and confirmed at two extraordinary meetings held in October and November last the revised articles of association were adopted, and in accordance therewith this is the last occasion we shall foregather in attendance at a half-yearly meeting. But please rest assured that your interests will as usual be safeguarded, and if the profits of the Company warrant it, an interim dividend will be declared. Mr. F. A. Gomes resigned his seat on the Board at the end of the year after serving on the directorate for the long term of 29 years, since March, 1884, and his valuable advice and guidance has always been acceptable to his colleagues on the Board, and it is with much regret that we now lose his service. I do not know of anything else calling for special mention, but should any shareholders require further information, I shall have much pleasure in answering any questions.

There being no questions, The Chairman proposed the adoption of the report and statement of accounts as presented.

Mr. Hough—I rise to second the adoption of the report and accounts. At the same time I congratulate the directors and management on the presentation of such satisfactory figures. A reference to the minutes of our last half-yearly meeting will remind you that when the necessary remodelling of our articles of association was mooted I threw out the suggestion that in common with the practice adopted by other companies successfully working in the Colony one meeting per annum might suffice for us. This suggestion was given effect to and was incorporated in the new articles under which we henceforth work. We to-day have the assurance of our Chairman that to use his own words—our interests will be safeguarded and that if the profits of the Company warrant the payment of interim dividends they will be declared. Gentlemen, I put it to you that we can safely leave things at that with the hope that the era of prosperity we are at present enjoying may continue and permit of our directors giving effect to this understanding by declaring such interim dividends as the results of the working permit. With regard to the new steamer contracted for, I feel sure that, with me, you all anticipate with pleasurable feeling this addition to our fleet. It cannot but be satisfactory to the shareholders to be in a position to confirm the action of the Board in all they have done in this connection, which encourages us to look forward to the time when she will take her place in the working schedule and become an earning factor. We welcome the Chairman's statement that the difficulties in connection with the renewal of the Canton Wharf Lease have been overcome, which, in itself, is an eloquent testimonial to the assiduous work of our management, staff and the agents concerned.—I am sure I voice your intentions when I place on record our appreciation of this vexatious matter having been so ably handled. With these remarks I second the adoption of the report and accounts.

The motion was carried unanimously. Mr. Northcote proposed that Messrs. A. O'D. Gourdin and W. H. Potts be elected auditors for the ensuing year at a remuneration of \$250 each.

Mr. Schluter seconded, and the motion was carried unanimously.

The Chairman—That concludes the business of the meeting, gentlemen. Dividend warrants are now ready and may be obtained upon application. Thank you for your attendance. Proceeding, he said—I wish to thank Mr. Hough particularly for the kind expressions of confidence in the management of this Company and for the kind wishes for its future. On behalf of the directors, I do not think that I should let this opportunity pass without saying some words of praise for our secretary, Mr. Clarke, and those untiring zeal and energy and great care, assisted by Mr. Arnold, much of the success of the Company is due.

Mr. Clarke—Thank you, Mr. Chairman, for your kind remarks. The prosperity of the Company is due to the floating staff, the commanders and engineers, and to the help received from Mr. Arnold and the staff inside.

This concluded the business.

THE INTERNATIONAL BANKING CORPORATION.

Gen. Thomas H. Hubbard, who has been both Chairman of the Board and President of the International Banking Corporation, has been relieved at his own request of part of his duties. Mr. H. T. S. Green, formerly Agent in Yokohama, who became manager in 1906 and general manager in 1910, has been elected president and general manager. Gen. Hubbard will continue as chairman. At the annual meeting of the stockholders Frank P. Frazier, Minor C. Keith, William Barclay Parsons, and J. G. White were elected directors, succeeding J. S. Fearon, H. C. Pierce, and H. S. Manning.

COMPANY REPORT.

HONGKONG AND SHANGHAI BANKING CORPORATION.

The ninety-fifth report of the court of directors states:— Gentlemen,—The directors have now to submit to you a general statement of the affairs of the Bank, and balance sheet for the half-year ending 31st December, 1912.

The net profits for that period, including \$1,960,298.84, balance brought forward from last account, after paying all charges, deducting interest paid and due, and making provision for bad and doubtful accounts, amount to \$5,631,435.48.

The directors recommend the transfer of \$200,000 from the profit and loss account to credit of the silver reserve fund, which fund will then stand at \$17,200,000. They also recommend writing off Bank premises amount to the sum of \$200,000.

After making these transfers and deducting remuneration to directors there remains for appropriation \$4,616,435.48, out of which the directors recommend the payment of a dividend of two pounds sterling per share, viz., £240,000, and a bonus of five shillings sterling per share, viz., £30,000, amounting in all to £270,000, which at 2½% the rate of the day, will absorb \$2,805,025.13.

The balance, \$2,011,410.35, to be carried to new profit and loss account.

Directors.—Mr. F. H. Armstrong has been elected Chairman for the year 1913, and the Honourable Mr. C. H. Ross deputy Chairman.

Mr. G. H. Medhurst and Mr. A. Forbes having resigned their seats on leaving the Colony, Mr. S. H. Dodwell and Mr. J. A. Plummer have been invited to fill the vacancies; these appointments require confirmation at this meeting.

Mr. C. S. Gubbay retire in rotation but, being eligible for re-election, offer themselves accordingly.

Auditors.—The accounts have been audited by Mr. W. Hutton Potts and Mr. J. W. C. Bonnar, who offer themselves for re-election.

E. SHELLIM,

Chairman.

Hongkong, 11th February, 1913.

ABSTRACT OF ASSETS AND LIABILITIES.

31ST DECEMBER, 1912.

Paid-up capital \$15,000,000.00
Sterling reserve fund 15,000,000.00
£1,500,000 @ ex. 2/- 17,000,000.00
Silver reserve fund 17,000,000.00
Marine insurance account 230,000.00
Notes in circulation:—

(Authorized issue, against securities and cash deposited with the crown agents for the colonies and their trustees) \$15,000,000.00
Additional authorized issue, against securities deposited with the Hongkong Government 9,826,168.00
24,826,168.00

Current accounts:—

Silver \$121,122,489.47
Gold, £5,885, 448 6s. 3d. = 54,838,417.78
175,960,907.25

Fixed deposits:—

Silver \$70,409,214.49
Gold, £4,361, 482 17s. 3d. = 42,075,405.13
112,484,619.62

Bills payable (including drafts on London bankers, call loans and short sight drawings on London office against bills receivable and bullion shipments) 6,010,886.41

Acceptances on account of constituents 10,683,052.00
Profit and loss account 5,031,435.48
332,247,058.82

ASSETS.

Cash \$41,980,205.89
Coin lodged with the Hongkong Government against authorised and/or excess note circulation 16,000,000.00
Bullion in hand and in transit Indian Government rupee paper 1,493,020.25
Colonial and other securities 11,015,045.20
Sterling reserve fund investments, viz.:—

£1,200,000 2½ per cent. Consols at 75 £900,000
Of which £250,000 lodged with the Bank of England as a special London reserve) £285,000
3 per cent. exchequer bonds due 1930 at 93 265,050
£400,500 other sterling securities, written down to 334,950

21,500,000 @ ex. 2/- 15,000,000.00
Bills discounted, loans and credits 139,589,948.93
Bills receivable 135,674,964.99
Liabilities of constituents for acceptances, per contra 10,683,052.00
Bank premises 5,300,039.90
\$382,247,058.82

GENERAL PROFIT AND LOSS ACCOUNT, 31ST DECEMBER, 1912.

To amounts written off:—
Remuneration to directors, \$ 15,000.00
To dividend account:—
Dividend £2 per share on 120,000 shares £240,000 at 2½% \$2,315,577.99
Bonus 5/- per share on 120,000 shares £30,000 at 2½% 289,447.24
2,605,025.13

To transfer to silver reserve fund 200,000.00
To transfer to Bank premises account 200,000.00
To balance forward to next half-year 2,011,410.35
\$5,631,435.48

By balance of undivided profits, 30th June, 1912 \$1,960,298.84
By amount of net profits for the six months ending 31st December, 1912, after making provision for bad and doubtful debts, deducting all expenses and interest paid and due 3,071,146.84
\$5,631,435.48

STERLING RESERVE FUND.

To balance £1,500,000 @ ex. 2/- \$15,000,000.00
(invested in sterling securities) \$15,000,000.00
By balance 30th June, 1912; £1,500,000 @ ex. 2/- \$15,000,000.00
1912; £1,500,000 @ ex. 2/- \$15,000,000.00
SILVER RESERVE FUND.

To balance \$17,200,000.00
By balance 30th June, 1912 \$17,200,000.00
By transfer from profit and loss account 200,000.00
\$17,200,000.00

N. J. STARR, Chief Manager.
A. CECIL HYMAN, Acting Chief Accountant.
H. A. SIEBS, F. H. ARMSTRONG, E. SHELLIM, Directors.
J. W. C. BONNAR, W. HUTTON POTTS, Auditors.
Hongkong, 11th February, 1913.

PARLIAMENTARIANS AND THEIR SPEECHES.

Who write the speeches of some at any rate of our Parliamentarians? A mysterious individual known as "S. Rosenbaum" suddenly swam into the Parliamentary ken a few weeks ago, and, from all accounts he seems to be quite a formidable personage. He is in fact the brains of the Unionist party, and supplies all the facts and figures and most of the purple phrases in the Unionist oratory. He is always in the gallery, invisible himself but hearing every fine thing of his own manufacture spoken by the political human gramophones to whose intellectual needs he ministers. The *Westminster Gazette* recalls the fact that Mr. Rosenbaum is not the first person who has acted as "ghost" to Parliamentarians. Mr. William Gerard Hamilton, for instance, known by the misleading name of "Single-speech Hamilton," was indebted to the assistance of Edmund Burke, and subsequently of Dr. Johnson, in the preparation of his speeches. Burke, who was Hamilton's private secretary, wrote: "During six of the best years of my life he (Hamilton) took me from every pursuit of literary reputation or improvement of my fortune. Hamilton, after quarrelling with Burke, sought Johnson's assistance in political and literary matters. Dr. Johnson wrote many Parliamentary speeches, as they appear in their reported form from notes of these speeches taken during their delivery, and as has often enough been recorded, 'took care that the Whig dogs should not have the best of it.' To a company lost in admiration at one of Mr. Pitt's most eloquent speeches he exclaimed, 'That speech I wrote in a garret in Exeter street.' Speeches delivered in Parliament are not at the present time necessarily original.

THE T.K.K.S. "ANYO MARU."

On Sunday, January 23rd, there was launched at Tatagami, from the building slips of the Misu Bishi Dockyard and Engine Works, the str. *Anyo Maru*, which has been built to the order of the Toyo Kisen Kaisha and is intended for the Company's South American service. The new steamer, which will be the largest trading to the Pacific coast of South America, has the following dimensions:—Length, 460 ft.; breadth, 60 ft.; depth, 40½ ft.; maximum draught, 30½ ft.; gross tonnage, 9,400; displacement, 15,000 tons. The engines are Parsons' geared turbines. She will have five cylindrical boilers. The indicated horse-power will be 7,000 at the speed 15 knots. Accommodation will be provided for 30 first-class, 50 second-class, and 640 steerage passengers. Eighteen lifeboats, more than sufficient to take all the passengers and crew, will be carried; and modern requirements are to be met by the installation of wireless telegraphy apparatus and fire-extinguishing, disinfecting, and refrigerating machinery. The vessel has five holds, with a cargo capacity of 11,000 tons, and has a double bottom, throughout and seven bulkheads. Thirteen cargo winches, including one of 30 tons' capacity, will be fitted.

The *Anyo Maru* has been built under the supervision of the Surveyor of Lloyd's Register of Shipping, and will be classed as a steel, twin-screw steamer, 100 A1. Japanese Government requirements have also been complied with.

INTIMATIONS.

OVERWORK, FATIGUE, EXPOSURE.

All disappear or are alleviated by the gentle stimulus of a glass of PEMRTIN'S CLUB SHERRY. The delicious aroma, together with its inviting comfort, drives away weariness and cheers on to further efforts.

SOLE AGENTS:

H. RUTTONJEE & SON,

Wine and Spirit Merchants.

Chs. J. Gaupp & Co.,

ALEXANDRA BUILDINGS, CHATRE ROAD.

CHRONOMETER-MAKERS,

WATCHMAKERS.

JEWELLERS AND OPTICIANS.

FINE DIAMOND JEWELLERY

A SPECIALITY.

ENGLISH, AMERICAN AND SWISS

GOLD AND SILVER WATCHES.

GOLD AND SILVER BRACELET

WATCHES.

ENGLISH MOUNTED CHINESE JADE

JEWELLERY.

MAPPIN & WEBB'S

SILVERWARE,

CUTLERY and

PRINCES PLATE.

OUR

STUDY

OF

THE EYE

and its anatomy and our long experience in correcting defective vision enable us to tell beyond doubt if your eyes will be benefited by wearing glasses. Our method of testing is scientific and accurate. If you do not need glasses we will tell you so. If you do need glasses we can supply and fit them at extremely moderate prices.

MAKE CERTAIN. WE WILL TELL YOU.

CLARK & CO.
SCIENTIFIC OPTICIANS
7002 BLODS, CHATER RD
HONG KONG

NOTICE

Communications respecting Advertisements, Subscriptions, Printing, etc., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box 38. Telephone No. 10.
Telegraphic Address: Pansa.
Codes: A.R.C. 4th Ed., Lieber's.

NEW ADVERTISEMENTS

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

SHAREHOLDERS ARE HEREBY NOTIFIED that the Dividend on Account of the year 1912 of Fifty Cents (50 Cents) per Share is now Payable at the HONGKONG AND SHANGHAI BANKING CORPORATION, Hongkong, on Vouchers to be obtained at the Company's Office, Alexandra Buildings, Des Voeux Road Central, Hongkong.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 10th February, 1913. [303]

THE PHOENIX CLUB, LIMITED.

NOTICE IS HEREBY GIVEN that the SIXTH ORDINARY GENERAL MEETING of the Members of the above Club will be held on the 20th inst., at 6 p.m., in the Club premises for the purpose of receiving the Report of the Committee together with a Statement of Accounts for the year ending 31st December, 1912.

By Order of the GENERAL COMMITTEE.

Hongkong, 12th February, 1913. [304]

TO LET

OFFICES and GODOWN in Ing House Street.

Apply—

JEBSEN & Co.
King's Building.
Hongkong, 12th February, 1913. [305]

TO LET—AT KOWLOON.

NEW MODERN 3-ROOMED FLATS, with Two Bathrooms, Pantry, Kitchen and Servants' Quarters. Bathrooms fitted with English Baths. Kitchen has English Cooking Range and Hot Water Boiler. Electric Light throughout. Ready for occupation about Middle March.

ALSO
NEW FIVE-ROOMED SEMI-DETACHED and TERRACE HOUSES with Tennis Courts. Possession about Middle March.

Apply to—
HUMPHREYS ESTATE & FINANCE Co., Ltd.,
Alexandra Buildings.
Hongkong, 12th February, 1913. [306]

SOCIETA NAZIONALE DI SERVIZI MARITIMI.

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

(Taking Cargo at through rates to PORT SAID, MESINA, NAPLES, GENOA and LEGHORN, also VENICE and TRIESTE, all MEDITER RANIAN, ADRIATIC, BARCHINO, VALENZA, ALICANTE, ALMERIA and MALAGA, LEVANTINE and SOUTH AMERICAN Ports up to CALLAO.)

THE Steamship

"ISCHIA,"
Captain Belsito, will be despatched as above on WEDNESDAY, the 19th inst., at Noon.

For further particulars regarding freight and Passage, apply to—

CARLOWITZ & Co.,
Agents.

Hongkong, 12th February, 1913. [3]

COMPAGNIE DES MESSAGERIES MARITIMES

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"NERA,"

Captain Cousin, will be despatched for the above Ports on MONDAY, the 24th inst., at or about 6 p.m.

For Freight or Passage, apply to—

P. THOMAS,
Agent.

Hongkong, 12th February, 1913. [2]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"THONGWA,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the Vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 1 p.m. of the 13th inst. will be landed at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., Ltd.,
Agents.

Hongkong, 11th February, 1913. [60]

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN Co.

Under every description of lighter work, including transshipments in the Harbour, under every water frontage in the Colony, and conveyance to Canton and West River.

Small quantities handled and specially low rates quoted for large quantities.

45

INTIMATIONS

GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the GREEN ISLAND CEMENT COMPANY, LIMITED, will be held at the Offices of Messrs. SHAW, TOMES & Co., at St. George's Building, Chater Road, Victoria, in the Colony of Hongkong, TO-DAY (WEDNESDAY), the 12th day of February, 1913, at 12 o'clock Noon, upon the subject of Resolutions which were passed at the Extraordinary General Meeting of the Company held on the 25th day of January, 1913, will be submitted for confirmation as Special Resolutions:—

1. That the Memorandum of Agreement bearing date the Nineteenth day of April, 1912, and made between JOSEPH WHITFIELD, the Honorable Mr. EDWARD OSBORNE, and the Honorable Mr. HENRY EDWARD POLLOCK (Members of the Committee appointed by the Shareholders of the GREEN ISLAND CEMENT COMPANY, LIMITED, at the Annual General Meeting of that Company held on the Twenty-fifth day of March, 1911,) of the one part and SHAW, TOMES & Co., in their capacity of General Managers of the GREEN ISLAND CEMENT COMPANY, LIMITED, of the other part, as supplemented by a letter bearing date the Eighth day of May, 1912, and addressed by the said SHAW, TOMES & Co., as such General Managers as aforesaid to the above-named Members of the above-mentioned Committee and by the letter of such Members in answer thereto bearing date the 14th day of May, 1912, be and the same is hereby ratified and confirmed by the Shareholders of the said Company.
2. That the regulations contained in the copy of the proposed new Articles of Association of the GREEN ISLAND CEMENT COMPANY, LIMITED (which for the purpose of identification have been subscribed by Messrs. SHAW, TOMES & Co., as General Managers of such Company, and which may be inspected by any Shareholder of the said Company at the Offices of the said General Managers at St. George's Building, Chater Road, Victoria, in the Colony of Hongkong, or at the Offices of Messrs. DEACON, LOCKER, DEACON & HASTON at No. 1, Des Voeux Road Central, Victoria aforesaid, on any week-day between the hours of 10 a.m. and 4 p.m.) be and the same are hereby accepted as the Articles of the said Company to the exclusion of and in substitution for all the existing Articles thereof.

SHAW, TOMES & Co.,
General Managers,
GREEN ISLAND CEMENT Co., Ltd.
Dated this 27th day of January, 1913. [241]

WANTED.

CHINESE CLERK and TYPIST. Good Handwriting and Knowledge of English indispensable.

Apply by letter to—
MANAGER,
"HONGKONG DAILY PRESS" Office.
Hongkong, 6th February, 1913. [277]

WANTED IMMEDIATELY.

A NURSE for Two Children at the Peak.

Apply stating terms to—
"C. H. G."
Care of "Daily Press" Office.
Hongkong, 11th February, 1913. [296]

A N Mitwoch, den 12ten Februar 1913, abends 9.15 giebt die Besetzung S.M.S. "TSINGTAU" eine Abschiedsvorstellung in der CITY HALL. Allen Deutschen Hongkong und deren Damen sind freundlichst eingeladen.

Hongkong, 8th February, 1913. [283]

RACE BOOKS 1913.

Leather-Covered \$2.00
Cloth-Covered 1.75
Paper-Covers 1.00

May be had from NOKONHA & Co.,
(Printers to the HONGKONG JOCKEY CLUB.)
KELLY & WALSH, LTD.,
BREWERS & Co., Ltd.
Hongkong, 4th February, 1913. [270]

AACHEN AND MUNICH FIRE INSURANCE COMPANY OF AACHEN.

HAVING been Appointed AGENTS of the above Company, we are prepared to issue Policies against FIRE at Current Rates of Premium.

REUTER, BRÜCKELMANN & Co.,
Hongkong, 1st February, 1913. [259]

NOTICE

IT IS HEREBY NOTIFIED that SEALED TENDERS will be received at the COLONIAL SECRETARY'S OFFICE until Noon of SATURDAY, the 1st day of March, 1913, for the LETTING of the OLD POST OFFICE BUILDING from the 1st July, 1913, or so soon thereafter as possession can be given, to the 31st December, 1914, subject to conditions which can be ascertained at this Office.

Each Tender should bear on the cover the words "Tender for Lease of Old Post Office Building" and must be accompanied by a receipt to the effect that the Tenderer has deposited in the COLONIAL TREASURY a sum of One Thousand Dollars (\$1,000) as a pledge of the bona fides of his offer, which sum shall be forfeited to the Crown, if the Tenderer Refuse to carry out his Tender and comply with the conditions above referred to, should the Tender be accepted.

The Government does not bind itself to accept the Highest or any Tender.

Forms of Tender and further particulars can be obtained from the Director of Public Works.

W. CHATHAM,
Director of Public Works.

Public Works Office,
Hongkong, 10th February, 1913. [299]

INTIMATION

LANE, CRAWFORD & Co.

TELEPHONE 97.

CARPET DEPARTMENT.

SPECIAL DISPLAY

OF THE NEW

"ANGLO ORIENT"

SEAMLESS REVERSIBLE.

CARPETS and RUGS

TWO-FOLD PURE WOOL-PILE.

TWO WEARING SURFACES INSTEAD OF ONLY ONE.

TURKISH AND PERSIAN DESIGNS.

ARTISTIC AND DURABLE.

HEARTH RUGS.

SOFA RUGS.

SQUARES.

PRICES MODERATE.

INSPECTION INVITED.

LANE, CRAWFORD & Co.

ENTERTAINMENTS

THEATRE ROYAL.
FOR A SHORT SEASON ONLY.
COMMENCING THURSDAY, 20th FEB.
MAURICE E. BANDMANN
Announces

MR. HENRY DALLAS
and
THE
DALLAS COMEDY Co.

Direct from London.

THURSDAY, 20th FEB.—BABY MINE.

Admitted to be one of the Funniest Farces seen in England during the past Twenty-five Years.

FRIDAY, 21st FEB.—THE WOMAN IN THE CASE.

SATURDAY, 22nd FEB.—THE GLAD EYE.

MONDAY, 24th FEB.—WHAT EVERY WOMAN KNOWS.

TUESDAY, 25th FEB.—CHARLEY'S AUNT.

WEDNESDAY, 26th FEB.—BELLA DONNA.

From St. James Theatre, London.

Other performances will be duly announced.

Each Production Brought in its Entirety from London.

Box Plan open at MOUTRIE & Co.

Doors open at 8.30. Commence at 9.15 sharp.

PRICES, \$3.50, \$3.00, \$2.00, & 1.00.

Hongkong, 8th February, 1913. [286]

BIJOU

9.15 P.M.—PROGRAMME—9.15 P.M.

ALL NEW PICTURES.

Matrimonial Squalls

(A STAR COMIC BY PRINCE).

Through The Valley of "La Verébrie"

(Art Scenic Cinema-Colour).

That New Drink—The Fascinating Barber

And

MISS GEORGE STEPHANO

"Let me die on the Deep."

"An Evening Song."

MISS DOLLY SWIFT

"Won't you please make eyes at me?"

"Where do we go from here, Bill?"

7.15 P.M.—PICTURES ONLY—7.15 P.M.

Hongkong, 12th February, 1913. [61]

WEI HAI WEI SCHOOL.

AN ENGLISH SCHOOL in British Territory favoured with a "Magnificent Climate." Preparation by Experienced and Qualified Teachers for Entrance to Schools in England, or for Commercial Life in the East. New School-Houses by the sea. Recreations—Sea Bathing, Boating, Cricket, Football, etc.

For terms apply to the Headmaster, HERBERT L. BEER, Esq.

1085

BANKS

THE MERCHANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL ... \$1,500,000
SUBSCRIBED " ... 1,125,000
PAID UP " ... 562,500
RESERVE FUND ... 360,000

HEAD OFFICE: 40, Threadneedle Street, LONDON, E.C.

BRANCHES:
Bombay, Calcutta, Hongkong, Madras, Rangoon, Shanghai, Singapore, Suez, Yokohama.

AGENTS IN JAPAN: Messrs. JARDINE, MATHESON & Co., Ltd.

BANKERS: BANK OF ENGLAND.

LONDON JOINT STOCK BANK, LTD. Every description of Banking and Exchange business transacted. Stocks and Shares bought and sold on account of Constituents. Letters of Credit granted on Agents and Correspondents all over the world.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

F. C. MACDONALD, Manager.

Hongkong, 2d September, 1912. [909]

NEDERLANDSCH-INDISCHE HANDELSBANK.

NEDERLANDSCH-INDISCHE HANDELSBANK.

ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (\$1,250,000)
Paid up Capital Fl. 14,905,350 (\$1,242,112)
Reserve Fund Fl. 5,022,161.27 (\$418,513)

HEAD OFFICE: AMSTERDAM.

HEAD AGENT: BATAVIA.

LONDON BANKERS

THE WILLIAMS DRAGON BANK.

SWISS BANK CORP.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balance. Rates on Fixed Deposit can be ascertained on application.

R. J. H. VAN DER BEEK, Acting Manager.

No. 8, Des Voeux Road Central.

Hongkong, 5th February, 1913. [21]

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital ... Yen 10,000,000

Capital Subscribed (paid up) ... Yen 6,250,000

Reserve Fund ... Yen 2,620,000

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES AND AGENTS:

Amoy, Canton, Hankow, Keelung, Shanghai, Singapore, Tientsin, Yokohama.

HONGKONG OFFICE:

3, Des Voeux Road.

Interest allowed on Current Accounts.

Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager.

Hongkong, 1st May, 1911. [1279]

THE YOKOHAMA SPECIE BANK LIMITED.

AUTHORIZED CAPITAL ... Yen 40,000,000

PAID-UP CAPITAL ... Yen 20,000,000

RESERVE FUND ... Yen 17,500,000

HEAD OFFICE—YOKOHAMA.

Branches and Agencies at:

Amoy, Canton, Hongkong, Kobe, London, Lyons, Shanghai, Singapore, Tientsin, Yokohama.

INTEREST ALLOWED ON CURRENT ACCOUNTS.

Deposits received for fixed periods at rates to be obtained on application.

EISHI ONO, Manager.

Hongkong, 11th January, 1913. [443]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... \$15,000,000

RESERVE FUND ... \$15,000,000

STRENGTH ... \$15,000,000

SILVER ... \$17,000,000

RESERVE LIABILITY OF PROP'ORS \$15,000,000

COURT OF DIRECTORS:

W. L. FETTERMAN, Esq., Chairman.

S. H. DODWELL, Esq., Deputy Chairman.

G. E. GIBSON, Esq., J. A. FLETCHER, Esq., C. S. GIBBY, Esq., H. A. SIEG, Esq., F. LIEB, Esq.

CHIEF MANAGER: Hongkong—N. J. STARR.

ACTING MANAGER: Shanghai—A. G. STEPHEN.

LONDON BANKERS: LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS.

For 3 months, 2 1/2 per cent. per annum.

For 6 months, 3 1/2 per cent. per annum.

For 12 months, 4 per cent. per annum.

N. J. STARR, Chief Manager.

Hongkong, 28th November, 1912. [18]

TO LET

TO LET.
From 1st February, 1913.

UNFURNISHED, 6, Mountain View, Peak, containing SIX ROOMS.

Apply—
W. E. LOXLEY & Co.,
York Buildings, Chater Road.
Hongkong, 17th December, 1912. [72]

TO LET—FURNISHED.

From 7th May, for 7 Months.

NO. 1, MOUNTAIN VIEW, THE PEAK.
Apply to—
Messrs. JOHNSON, STOKES & MASTER,
Prince's Building, Ice House Street,
Hongkong, 13th January, 1913. [203]

TO LET FURNISHED.

From 1st April (or sooner if required).

NO. 8, STEWART TERRACE, THE PEAK.
Apply—
Care of "Daily Press" Office.
Hongkong, 11th February, 1913. [297]

TO LET

OFFICES or STOCK-ROOMS, ONE LARGE ROOM and SMALL PRIVATE ROOM; Very Central.
Apply—
Care of "Daily Press" Office.
Hongkong, 29th January, 1913. [245]

TO LET.

GODOWN, No. 145, Wanshai Road.

Apply to—
KWONG SANG HONG, LTD.,
248, Des Voeux Road Central (Office),
or 93, Praya East (Warehouse).
Hongkong, 10th February, 1913. [291]

TO LET.

NO. 31, SHELLEY STREET.

"ORRIG BYRLE" No. 4, The Peak. To Let. 8 ROOMS; Tennis and Croquet Lawns; Fine Situation.

No. 119, THE PEAK. Furnished, from Middle of April until end of October, 1913. FOUR BEDROOMS, Tennis Court and Garden.

3, DES VOEUX VILLAS, No. 52, PEAK, 5 ROOMS

"THE BIG 4" of the PACIFIC MAIL S.S. CO.

MONGOLIA 27,000 tons, twin screws.	COMFORT.	From HONGKONG calling at SHANGHAI, NAGASAKI,
MANCHURIA 27,000 tons, twin screws.		Kobe (via Inland Sea),
KOREA 18,000 tons, twin screws.	SAFETY.	YOKOHAMA and HONO-
SIBERIA 18,000 tons, twin screws.		LULU (the Paradise of the
NILE ... 11,000 tons.	SPEED.	Pacific) through Service via
CHINA ... 10,200 tons.		NEW YORK to Europe.
PERSIA ... 9,000 tons.		

SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine, Games, Amusements, Wireless, Submarine Signal Service, and Bilge Keels.

The Cost: is not more by this route with its unrivalled opportunities than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is \$45. For the INTERMEDIATE SERVICE First Class accommodations are provided for \$24 to London (return ticket \$30.10s.) and to San Francisco \$36. SPECIAL RATES to Officers, Army, Navy, Consular or Civil Service, on application.

STEAMERS.	Tons	Starting
SIBERIA	18,000	TUESDAY, 18th Feb., at 1 P.M.
CHINA	10,200	TUESDAY, 25th Feb., at 3 P.M.
MANCHURIA	27,000	TUESDAY, 4th Mar., at 1 P.M.
NILE	11,000	TUESDAY, 18th Mar., at 3 P.M.
MONGOLIA	27,000	TUESDAY, 25th Mar., at 1 P.M.
PERSIA	9,000	TUESDAY, 15th Apr., at 3 P.M.
KOREA	18,000	TUESDAY, 22nd Apr., at 1 P.M.
SIBERIA	18,000	TUESDAY, 6th May, at 1 P.M.

* INTERMEDIATE STEAMERS.
Passengers holding through Tickets have the privilege of travelling by Train between Kobe and Yokohama, Free of Charge.

HONGKONG-MANILA SERVICE.

From HONGKONG.	Arrive Manila.	Leave Manila.	From Manila.	Due Hongkong.
25th Feb. ... CHINA	27th Feb.	21st Feb.	MANCHURIA	23rd Feb.
18th Mar. ... NILE	20th Mar.	8th Mar.	NILE	10th Mar.
15th Apr. ... PERSIA	17th Apr.	16th Mar.	MONGOLIA	18th Mar.
13th May ... CHINA	15th May.	5th Apr.	PERSIA	7th Apr.
3rd June ... NILE	5th June.	13th Apr.	KOREA	15th Apr.

LET US PLAN AN ITINERARY FOR YOU.

King's Building (opposite Blake Pier). **FRED J. HALTON, AGENT.**
Panama-Pacific International Exposition—San Francisco—1915

THE BANK LINE, Ltd.

(ANDREW WEIR & CO.)

REGULAR SERVICE FROM HONGKONG TO

**VICTORIA, VANCOUVER, B.C.
SEATTLE & TACOMA.**

VIA

SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON PORTS.

STEAMER	SAILING
...	Early March.

To be followed by other Steamers of the Company at regular intervals. Calling at ANKONG and KEELUNG if sufficient inducement offers. The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodations, and are fitted with Electric Light and Wireless Telegraphy. Special Parcel Express to America and Canadian Ports.

For Rates of Freight and Passage, apply to—
THE BANK LINE, LIMITED.
Telephone No. 780, King's Building, Prince Central.

NEW YORK LINE.

REGULAR SERVICE FROM
JAPAN, CHINA AND STRAITS TO NEW YORK VIA SUEZ CANAL.

Operated by Steamers of the
AMERICAN AND MANCHURIAN AND AMERICAN AND ORIENTAL LINES.

STEAMER EARLY.

For Rates of Freight, and Further Particulars, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.

AFRICAN LINES.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA AND STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "DUNERIC" ... 3,000 tons ... End of February.

And regularly thereafter.

For Rates of Freight or Passage, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

From HONGKONG: 15th Feb. "TYMERIC" From COLOMBO: 2nd Mar.

For Rates and Further Information, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.
WEDNESDAY, 12th FEBRUARY, 1913.

8 a.m. "HONAM." 8 a.m. "HEUNGSHAN."
10 p.m. "FATSHAN." 5 p.m. "KINSHAN."

THURSDAY, 13th FEBRUARY, 1913.
8 a.m. "HEUNGSHAN." 8 a.m. "HONAM."
10 p.m. "KINSHAN." 5 p.m. "FATSHAN."

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.
HONGKONG TO MACAO.
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 16th FEBRUARY, 1913.
The Company's Steamship
"SUI AN"

Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m.
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This Steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOL-SANG," 457 tons.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUHOW LINE.

S.S. "SAINAM," 538 tons, and S.S. "NANNING," 569 tons.
One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuhow for Canton on the same days at 8.30 a.m.

Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUL." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier.

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
DESTINATION STEAMERS TONS DATE OF SAILING.

SHANGHAI, YOKOHAMA, KOBE and MOJI ... "NIPPON" ... 7,500 ... About 7th Mar.

For Freight and Further Particulars, apply to
ARTHUR NILSSON & CO.,
YORK BUILDINGS, Top Floor.

SAN FRANCISCO SCENIC ROUTE

TRANS-PACIFIC
TOYO KISEN KAISHA
"TRANS-CONTINENTAL"

WESTERN PACIFIC DENVER AND RIO GRANDE.

New Triple Screw Turbine Flyers—21 Knots Speed.
S.S. TENYO MARU ... 22,000 tons.
S.S. CHIYO MARU ... 22,000 tons.
S.S. SHINYO MARU ... 22,000 tons.

AND
S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE).

HONGKONG TO SAN FRANCISCO via CHINA AND JAPAN PORTS and HONOLULU. Semi-tropical route—String Orchestra, Daily tank bathing, cricket, baseball, dances and free newspaper—containing World's happenings by wireless.

WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. line connects at San Francisco with the palatial trains of the Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.

Through Tourists' Sleepers.
Dining Cars—Observation Cars.
Electric Lights—Electric Fans, Union Depots.

New lands, cities and scenes—hundred of miles through the gorgeous scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado.

Convenient connections at Chicago with trains for New York (Transatlantic Steamers) and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 622.

C. LACY GOODRICH,
GENERAL ORIENTAL AGENT,
75, MAIN STREET, YOKOHAMA,
AND KING'S BUILDING, HONGKONG

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)
MONTHLY FAST DIRECT SERVICE TO TRIESTE.
VIA SHANGHAI, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.

S.S. "BOHEMIA," 7,900 tons, will leave as above on 13th Feb., at 5 p.m.
S.S. "AFRICA," 8,840 tons, will leave as above on 13th Mar., at 5 p.m.

Cheap rates, Hongkong-Trieste, Venice, £50 1st, £36 2nd, £19 3rd Class.

ACCELERATED TRAIN SERVICE FROM TRIESTE TO PARIS, LONDON & BERLIN TO SHANGHAI.

S.S. "AFRICA," 8,840 tons, will leave as above on 1st Mar., at 5 p.m.
Cheap rates, Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.

Superior accommodation for 1st and 2nd Class Cabin and Storage Passengers. No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE TO TRIESTE, FUME AND VENICE, VIA SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.

S.S. "VORWAERTS," 12,900 tons, will leave as above about 13th Feb.

S.S. "E. F. FERDINAND," 12,000 tons, will leave as above about 3rd March.

to YOKOHAMA, KOBE via SHANGHAI.

S.S. "AUSTRIA," 14,000 tons, will leave as above about 2nd March.
Superior accommodation for Saloon Class Passengers.

ROUND THE WORLD TICKETS ARE ISSUED.
CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to
SANDER, WIELER & Co., Agents,
Hongkong, 30th January, 1913.

JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP.	—	First half of February.	JAPAN	First half of February.
TJIBODAS.	JAVA	First half of February.	SHANGHAI	First half of February.
TJIMAH.	—	First half of February.	JAVA	First half of February.
TJIMANOER.	JAVA	First half of February.	JAPAN	First half of February.
TJIPANAS.	JAVA	Second half of February.	SHANGHAI	Second half of February.
TJIKINI.	JAVA	Second half of February.	JAPAN	Second half of February.
TJITAROEM.	JAVA	First half of March.	JAPAN	First half of March.
TJILIWONG.	JAVA	First half of March.	JAPAN	First half of March.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.
Hongkong, 7th February, 1913. Telephone No. 375.

BRITISH INDIA S. N. CO., LTD. APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "THONGWA," 6,298 tons, Capt. E. F. Fysh, will be despatched to SHANGHAI, KOBE and MOJI on 15th Feb., at Noon.

S.S. "TORILLA," 4,600 tons, Capt. Swanson, will be despatched to KOBE & MOJI (YOKOHAMA, if sufficient inducement offers) on 21st Feb.

WESTWARD.

S.S. "ARRATOON APCAR," 4,450 tons, Capt. R. F. Thomson, will be despatched for SINGAPORE, PENANG and CALCUTTA on 14th Feb., at 3 p.m.

S.S. "JELUNGA," 5,206 tons, Capt. D. Macfadyen, will be despatched as above on 17th Feb.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to
DAVID SASSOON & CO., LTD.,
Hongkong, 8th January, 1913. AGENTS. (100)

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR
NAPLES, GENOA, ALGIERES,
GIBRALTAR, SOUTHAMPTON,
ANTWERP and BREMEN.

STEAMERS
"BREMEN,"
Capt. B. WILHELM, 20,800

SHANGHAI, NAGASAKI, KOBE,
and YOKOHAMA ...
"PRINZ E. FRIEDRICH,"
Capt. C. MUNDT, 16,000

MANILA, YAP, MARONN,
NEWGUINEA, BRISBANE,
SYDNEY and MELBOURNE ...
"PRINZ SIGISMUND,"
Capt. D. LENZ, 6,000

KOBE and YOKOHAMA ...
"PRINZ WALDEMAR,"
Capt. H. BEHMER, 4,000

KUDAT and SANDAKAN ...
"BOBNEO,"
Capt. F. SHERBELL, 5,000

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.

For Further Particulars apply to
**NORDDEUTSCHER LLOYD,
MELCHERS & Co.,**
GENERAL AGENTS HONGKONG AND CHINA.

PASSENGER SEASON 1913.

NORDDEUTSCHER LLOYD. BREMEN.

TO EUROPE BY THE
MAGNIFICENT FAST LINERS.

STEAMSHIP DISPLACEMENT.
"BREMEN" ... 21,000 " ON FEBRUARY 19TH.

"DERFLINGER" ... 17,250 " ON MARCH 4TH.

"PRINZ EITEL FRIEDRICH" 16,000 " ON MARCH 19TH.

"BUELOW" ... 17,250 " ON APRIL 1ST.

"PRINZESS ALICE" ... 20,306 " ON APRIL 16TH.

"LUETZOW" ... 17,300 " ON APRIL 29TH.

• THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGIERES, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphy. (System Telefunken.)

EARLY BOOKING RECOMMENDED.
For Further Particulars, apply to
MELCHERS & Co., GENERAL AGENTS.

Hongkong, 17th December, 1912. (59)

PHILIPPINES S.S. CO.

STEAMSHIP TONS CAPTAIN FOR SAILING DATE

RUBI ... 4000 J. Miller ... Manila, Mangarin, Iloilo and Cebu On 15th Feb. 4 P.M.

ZAFIRO ... 4000 McMurray ... Manila, Mangarin, Iloilo and Cebu On 25th Feb. 4 P.M.

For Freight or Passage, apply to
SEKAWAN, TOMES & Co., General Managers
Hongkong, 6th February, 1913. **PHILIPPINES S.S. Co.** (10)

THOS. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.

Head Office for the Far East:— 15, DES VOEUX ROAD, HONGKONG.
SHANGHAI: 2-3, FOOSHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.
CHIEF Office:—LUDGATE CIRCUS, LONDON, E.C.

SHIPPING

ARRIVALS.

ALDENHAM, British str., 2,410, G. L. Smith, 11th February—Sydney 15th January, General—Gibbs, Livingston & Co.

ARIAKE MARU, Japanese str., 2,183, Sato, 11th February—Mojji 5th February, Coal—Mitsui Bussan Kaisha.

GOLDENFELS, German str., 4,000, Diederichsen, 11th February—Shanghai 8th February, General—Hamburg-American Line.

H.M.S. Flora, British cruiser, 4,000, C. F. Corbett, M.C., 10th February—Shanghai 7th February.

HALVARD, Norwegian str., 1,036, O. Anderson, 11th February—Bangkok 1st February, Rice—China-Siam S.N. Co.

KWANGSIE, Chinese str., 11th February—Canton.

SIAM, Danish str., 11th February—Canton.

TAITO MARU, Japanese str., 1,246, Y. Takawa, 11th February—Takan 9th February, N.Y.—Osaka Shosen Kaisha.

THOROS, Dutch str., 5,228, Kroes, 11th February—Labuan 3rd February, General—Java-China-Japan Line.

YUENSIANG, British str., 1,365, P. H. Rolfe, 11th February—Manila 8th February, General—Jardine, Matheson & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
February 11th.

ALDENHAM, British str., for Shanghai.

ARIAKE MARU, Japanese str., for Seattle.

EIDER, Norwegian str., for Dalny.

MIYAMA, Japanese str., for Canton.

SIAM, Danish str., for Hongkong.

DEPARTURES.

February 11th.

ATHOLL, British str., for Shanghai.

C. DIERENTZ, German str., for Hongkong.

CHINFA, British str., for Canton.

DEN OF GLAMIS, British str., for Yama.

FULFA, British str., for Rangoon.

GOLDENFELS, British str., for Hamburg.

HANIN, British str., for Swatow.

HANOI, French str., for Haiphong.

KAGA MARU, Japanese str., for London.

KIANG PING, Chinese str., for Canton.

KIANG, British str., for Saigon.

LIAN, British str., for Shanghai.

MARIS, German str., for Hongkong.

NAMUR, British str., for Shanghai.

NINGPO, British str., for Saigon.

PAUL LECAT, French str., for Shanghai.

PINO SUEV, British str., for Shanghai.

SHINYO MARU, Japanese str., for S'hai.

TENGWAH, Chinese str., for Shanghai.

TOSA MARU, Japanese str., for Calcutta.

VESSELS EXPECTED.

THE AMERICAN MAIL.
The P.M. str. *Clivia*, with the American mail, will sail from Yokohama for this port, via Kobe, Nagasaki, and Manila, on the 7th February—between 10 a.m. and noon.

The P.M. S.S. Co. str. *Manchuria* left San Francisco for this port, via Honolulu, the usual Japan ports and Manila on Thursday, the 23rd inst.

The T.K.K. str. *Chiao Maru* leaves San Francisco for Hongkong via usual ports of call and Manila on the 1st February, and may be expected here on the 4th March.

The P.M. str. *Yala*, with the American mail, left San Francisco for this port via Honolulu, the usual Japan ports and Manila on the 8th February.

THE AUSTRALIAN MAIL.
The F. & A. str. *Empire*, from Sydney, etc., left Port Darwin on the 2nd February for this port (via Timor and Manila).

The I.G.M. str. *Prinz Waldemar* left Sydney on the 5th February, at 11 a.m., and may be expected here on or about 3rd March.

THE CANADIAN MAIL.
The C.P.R. str. *Montague* left Vancouver, B.C., for Hongkong (via usual ports of call) on the 27th January, a.m.

THE ENGLISH MAIL.
The P. & O. str. *Devonia* left Singapore for this port on the 9th February, at 9 a.m., with the outward English mails, and is due here on the 14th February, at about 6 a.m.

THE GERMAN MAIL.
The I.G.M. str. *Prinz Eitel Friedrich*, carrying the German mails with dates from Berlin of the 22nd of January, left Colombo on the 9th February, p.m., and may be expected here on or about 20th February.

MERCHANT STEAMERS.
The H.A.L. str. *Suez* via Singapore on the 5th inst., a.m., and may be expected here on or about the 12th inst., a.m.

The N.Y.K. str. *Sanki Maru* (Bombay line) left Kobe for this port on the 7th February, and is expected here on the 14th February.

The H.A.L. str. *O. J. G. Ahlers* left Singapore on the 8th February, p.m., and may be expected here on or about the 14th February.

The Ben Line str. *Bentomond*, from Leith, etc., left Singapore on the 8th February, for this port.

The N.Y.K. str. *Shidzuka Maru* (American line) left Kobe for this port on the 24th February, and is expected here on the 16th February.

The N.Y.K. str. *Miyazaki Maru* (European line) left Singapore for this port on the 6th February, and is expected here on the 20th February.

The T.K.K. str. *Hayo Maru* left Manila for Hongkong on the 23rd January, and is due in Hongkong on the 20th March.

The str. *Glenfarg* passed the Suez Canal on the 24th January, for Hongkong via Straits.

INDO-CHINA STEAM NAVIGATION CO., LTD.
Kwongsang, from Shanghai, is due in Hongkong 12th February.
Chungang, from Sandakan, is due in Hongkong 17th February.
Kutsang, from Calcutta, is due in Hongkong 21st February.
Chongang, from Shanghai, is due in Hongkong 15th February.
Suisang, from Calcutta, is due in Hongkong 25th February.

BRITISH INDIA STEAM NAVIGATION CO., LTD.
Quinola, from Singapore, is due in Hongkong 12th February.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.						
1. From Green Island to the Harbour Master's	2. From Harbour Master's to Blake Pier	3. From Blake Pier to Naval Yard	4. From Naval Yard to East Point			
DESTINATION.	VESSEL'S NAME.	FLAG & NO.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, via USUAL PORTS OF CALL.	HIMALAYA	Brit. str.	—	H. G. Evans, R.N.R.	P. & O. S. N. Co.	On 15th inst. at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	SARDINIA	Brit. str.	—	C. C. Talbot, R.N.R.	P. & O. S. N. Co.	About 19th inst.
LONDON & ANTWERP.	CARMARTHENSHIRE	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	About 1st Mar.
HAVRE, ROTTERDAM, BREMEN & HAMBURG, &c.	BRISAVIA	Ger. str.	k. w.	G. Stenbrunn	HAMBURG-AMERICA LINE	On 8th Mar.
HAVRE, BREMEN & HAMBURG, &c.	O. J. D. ANLERS	Ger. str.	k. w.	Frerichs	HAMBURG-AMERICA LINE	On 16th Mar.
HAVRE & HAMBURG, &c.	SILENTIA	Ger. str.	k. w.	Ernst	HAMBURG-AMERICA LINE	On 23rd Mar.
MARSEILLES, BREMEN, HAMBURG & ANTWERP, &c.	GOLDENFELS	Ger. str.	k. w.	Diederichsen	HAMBURG-AMERICA LINE	To-morrow.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	ATSUTA MARU	Jap. str.	—	G. Tabusa	NIPPON YUSEN KAISHA	On 25th inst. at D'light.
MARSEILLES, BREMEN & HAMBURG, &c.	BELOAVIA	Ger. str.	k. w.	Rassau	HAMBURG-AMERICA LINE	On 15th Mar.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	CHUGA MARU	Jap. str.	—	I. Goto	OSAKA SHOSEN KAISHA	On 20th inst. at 2 P.M.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	SHIDZUKA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 25th inst. at Noon.
NATZKE, GUNOA, ALHAMBRA, GIBRALTAR, &c.	CANADA MARU	Jap. str.	—	—	OSAKA SHOSEN KAISHA	On 5th Mar. at 2 P.M.
TRIESTE, via SINGAPORE, PENANG, COLOMBO, &c.	BRENNER	Ger. str.	—	B. Wilhelm	SANDER, WILHELM & Co.	On 19th inst. at 10 A.M.
TRIESTE, Fiume, Venice via SINGAPORE, &c.	BOHEMIA	Aus. str.	—	—	SANDER, WILHELM & Co.	To-morrow, at 5 P.M.
NEW YORK via SUEZ CANAL	VORWARTS	Aus. str.	—	—	JARDINE, MATHESON & Co., Ltd.	About 13th inst.
BOSTON & NEW YORK via PORTS & SUEZ CANAL	INDRADE	Am. str.	2 m.	W. Davison	SHREWAN, TOMES & Co.	About 26th inst.
VANCOUVER via SHANGHAI, JAPAN, &c.	MONTAGUE	Brit. str.	2 m.	Kotze	CANADIAN PACIFIC R. Co.	On 8th Mar. at 7 A.M.
VANCOUVER (B.C.) & PORTLAND (Or.)	SITONIA	Ger. str.	k. w.	—	HAMBURG-AMERICA LINE	On 22nd Mar.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	EXPRESS OF INDIA	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 5th Apr. at 7 A.M.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	SIBERIA	Am. str.	—	—	PACIFIC MAIL S.S. Co.	On 18th inst. at 1 P.M.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	CHITO MARU	Jap. str.	—	W. W. Greene	PACIFIC MAIL S.S. Co.	On 25th inst. at 3 P.M.
U.K. & CONTINENTAL PORTS	GLYNLOGAN	Am. str.	—	J. McGreggor	TOYO KAISEN KAISHA	On 11th Mar. at Noon.
AUSTRALIAN PORTS via MANILA	NIKKO MARU	Jap. str.	1 m.	M. Yagi	NIPPON YUSEN KAISHA	On 17th inst. at Noon.
AUSTRALIAN PORTS via MANILA	TAIWAN	Brit. str.	1 m.	L. Dawson	BUTTERFIELD & SWIRE	On 17th inst.
AUSTRALIAN PORTS via MANILA	PRINZ SIGISMUND	Ger. str.	—	D. Lenz	MELCHERS & Co.	On 22nd inst. at 9 A.M.
CAPEPORTS via MAURITIUS.	EMPIRE	Brit. str.	—	—	GIBB, LIVINGSTON & Co.	On 1st Mar. at 11 A.M.
MEXICAN, PERUVIAN & CHILEAN via JAPAN	DUNDEE	Brit. str.	—	Tallock	THE BANK LINE LIMITED	End of Feb.
PORT COURET	BUTO MARU	Jap. str.	1 m.	—	TOYO KISEN KAISHA	On 23rd Apr. at Noon.
YOKOHAMA & KOBE	HANYANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day, at Noon.
YOKOHAMA & KOBE via SHANGHAI.	QUILOA	Am. str.	—	Cole	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.
YOKOHAMA & KOBE via SHANGHAI.	ATWITA	Aus. str.	—	—	SANDER, WILHELM & Co.	About 2nd Mar.
KOBE & YOKOHAMA	MIYAKI MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	To-day, at 11 A.M.
KOBE & MOJI	TORILLA	Brit. str.	—	—	DAVID SASSOON & Co., Ltd.	On 21st inst.
KOBE & YOKOHAMA	PRINZ WALDEMAR	Ger. str.	—	H. Bremer	MELCHERS & Co.	About 4th Mar.
NAGASAKI, KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	—	M. Winkler	NIPPON YUSEN KAISHA	At Noon.
JAPAN	TITATAP	Dut. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
TSINGTAU, WEIHAIWEI & CHEFOO.	KIUKANG	Brit. str.	1 m.	F. Robertson	BUTTERFIELD & SWIRE	On 14th inst. at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	SUNLIA	Ger. str.	k. w.	Rassau	HAMBURG-AMERICA LINE	To-day.
SHANGHAI, KOBE & YOKOHAMA	WAKASA MARU	Jap. str.	1 m.	N. Nielsen	NIPPON YUSEN KAISHA	To-day.
SHANGHAI	CHINFA	Brit. str.	1 m.	Benson	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SHANGHAI, KOBE & MOJI	DEVANHA	Brit. str.	—	W. B. Hickey	P. & O. S. N. Co.	About 14th inst.
SHANGHAI	YUNGWA	Brit. str.	—	Fysh	DAVID SASSOON & Co., Ltd.	On 15th inst. at Noon.
SHANGHAI, via NINGPO	YUNGWA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 15th inst. at Midnight.
SHANGHAI, KOBE & YOKOHAMA	KWONGSANG	Brit. str.	1 m.	W. F. Richard	JARDINE, MATHESON & Co., Ltd.	On 16th inst. at D'light.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	COLOMBO MARU	Jap. str.	—	Kawashima	NIPPON YUSEN KAISHA	On 17th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	P. E. FRIDRICH	Ger. str.	—	C. Mandt	MELCHERS & Co.	About 20th inst.
SHANGHAI, KOBE & YOKOHAMA	NEDA	Brit. str.	—	Owen Jones, R.N.R.	P. & O. S. N. Co.	About 21st inst.
SHANGHAI	AFRICA	Aus. str.	—	Cousia	MESSAGERIES MARITIMES	On 24th inst. at 6 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI.	NIPPON	Swed. str.	—	—	SANDER, WILHELM & Co.	On 1st Mar. at D'light.
SHANGHAI, KOBE & YOKOHAMA	DEN OF GLAMIS	Brit. str.	—	—	ARTHUR NITSON & Co.	About 7th Mar.
SHANGHAI	TITODAS	Dut. str.	—	—	JARDINE, MATHESON & Co., Ltd.	About 10th Mar.
ANPING & TAKAO via SWATOW & AMOY	SOSHU MARU	Jap. str.	—	K. Tashira	JAVA-CHINA-JAPAN LINE	Quick despatch.
TAMU via SWATOW & AMOY	TAITOU MARU	Jap. str.	—	Y. Somekawa	OSAKA SHOSEN KAISHA	On 19th inst. at 8 A.M.
FOOCHOW via SWATOW & AMOY	KAISO MARU	Jap. str.	—	Y. Yamamoto	OSAKA SHOSEN KAISHA	To-day, at 8 A.M.
SWATOW, AMOY & FOOCHOW	HAITANG	Brit. str.	2 h.	A. E. Hodgins	OSAKA SHOSEN KAISHA	To-day, at 10 A.M.
MANILA, CEBU & ILOILO	TAMING	Brit. str.	1 m.	Pennafather	DOUGLAS LAFRAIE & Co.	On 14th inst. at 10 A.M.
MANILA	TAISANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
MANILA, MANGARIN, ILOILO & CEBU	RUBI	Am. str.	—	Miller	SHREWAN, TOMES & Co.	On 15th inst. at 2 P.M.
MANILA	YUENSIANG	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	On 15th inst. at 4 P.M.
MANILA, MANGARIN, ILOILO & CEBU	ZAPIRO	Am. str.	—	F. S. McMurray	SHREWAN, TOMES & Co.	On 25th inst. at 4 P.M.
BATAVIA, CHERIBON, SAMARANG, &c.	TJIMAH	Dut. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
BOMBAY via SINGAPORE & COLOMBO	SANUKI MARU	Jap. str.	—	Richards	NIPPON YUSEN KAISHA	On 17th inst.
BOMBAY via SINGAPORE & PENANG	ISCHIA	Ital. str.	—	Volito	CARLOTTI & Co.	On 19th inst. at Noon.
SINGAPORE, PENANG & CALCUTTA	LABANG	Brit. str.	—	E. J. Todd	JARDINE, MATHESON & Co., Ltd.	On 14th inst. at Noon.
SINGAPORE, PENANG & CALCUTTA	ARRATONG APAR	Brit. str.	—	R. F. Thomson	DAVID SASSOON & Co., Ltd.	On 14th inst. at 3 P.M.
SINGAPORE, PENANG, RANGOON & CALCUTTA	JINER MARU	Jap. str.	—	M. Maschida	NIPPON YUSEN KAISHA	On 22nd inst.
LUIT & SANDAKAN	BOERBO	Ger. str.	—	F. Smith	MELCHERS & Co.	End of February.
KWANG CHOW WANG & HAIPHONG	SI-KIANG	From str.	—	E. de Catalano	MESSAGERIES MARITIMES	To-day, at 9 A.M.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LOND.

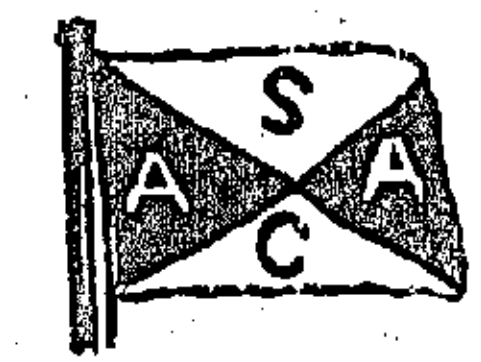
THROUGH BILLS OF LADING ISSUED. BATAVIA, PENANG, GULF, COAST, AMERICAN AND SOUTH AFRIC.

THE Steamship "HIMALAYA" Ltd., Ordinary

Captain H. G. Evans, R.N.R., at the Theatre His Majesty's Mail, will be despatched this for BOMBAY via ADEEN, on SATURDAY, 15th February, 1913, at Noon, when Banking Passengers and Cargo for the above Ports, at connection with the Co.'s s.s. "MORRIS" 11,000 tons, from Colombo, passed before departure from Hongkong. Only Silk and Valuable Cargo for Europe and London will be received for shipment by this Vessel and will be transhipped at Colombo into the Mail Steamer proceeding via Bombay direct to Marseilles and London. Silk and Valuable Cargo for Bombay will be transhipped to the "MORRIS" at Colombo; other Cargo for Bombay will be conveyed via ADEEN in the s.s. "HIMALAYA". Passengers will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent. Hongkong, 3rd February, 1913.

HONGKONG—BOSTON & NEW YORK



AMERICAN ASIATIC S.S. CO. FOR BOSTON & NEW YORK via PORTS & SUEZ CANAL.

(With Liberty to call at the Malabar Coast.) S.S. "INDRADE" On or about 26th Feb. 1913.

For freight and further information apply to SHEWAN, TOMES & Co. General Agents. Hongkong, 28th January, 1913. [243]

THE "INDRA" LINE, LIMITED. FOR NEW YORK via SUEZ CANAL (With Liberty to call at the Malabar Coast.)

THE Steamship "INDRAWADI" Captain Charters, will be despatched as above on MONDAY, 17th February.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd. Agents. Hongkong, 8th February, 1913. [102]

GLEN LINE (McGREGOR, GOW & Co.) LIMITED. For U.K. and CONTINENTAL PORTS.

THE Steamship "GLENLOGAN," 5,638 tons, Jas. McGregor, Commander, will be despatched as above, about Middle of March, 1913.

Provided sufficient inducement offers, Steamer will call at Plymouth to land Passengers. This Vessel has excellent accommodation for 30 Saloon Passengers, and carries both a Doctor and Stewards.

Electric Light and Fans. Attention is directed to the Moderate Fares Charged. SALOON FARE: HONGKONG TO LONDON, 240. Including RAILWAY FARE PLYMOUTH TO LONDON.

For freight and passage, apply to SHEWAN, TOMES & Co. Agents. Hongkong, 10th February, 1913. [292]

NOW ON SALE. MAIL TABLES FOR 1913.

Shows the dates of departure of the Mails of Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

Mounted on Card ... 30 Cents. On Paper ... 25 "

On Sale at the Hongkong Daily Press Office. Hongkong, 10th January, 1913.

THE ROYAL MAIL STEAM PACKET COMPANY.

"SHIRE" LINE SERVICE

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

FOR STRAITS, DATE OF DEPARTURE

LONDON & ANTWERP. "CARMARTHENSHIRE" About 1st Mar. SHANGHAI, KOBE & YOKOHAMA "DEN OF GLAMIS" About 10th Mar.

Does not carry passengers. These Steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd. AGENTS. Hongkong, 17th January, 1913. 49

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR STRAITS, DATE OF DEPARTURE

*SINGAPORE, PENANG & CALCUTTA "LAISANG" Friday, 14th Feb. Noon. *MANILA "TAISANG" Saturday, 15th Feb. 2 P.M.

*SHANGHAI via NINGPO "KWONGSANG" Sunday, 16th Feb. D'light. *MANILA "YUENSIANG" Saturday, 22nd Feb. 2 P.M.

RETURN TOURS TO JAPAN. The Steamers "KUTSANG," "NAMRANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "LAISANG" and "KUMSANG" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

*Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

*Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dalny, Weihaiwei, Tsingtau and Newchwang.

Telephone No. 215, Sub. Exch. 4. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd. GENERAL MANAGERS. Hongkong, 12th February, 1913. [14]

BRITISH INDIA S. N. CO., LD.

NEW SERVICE OF STEAMERS BETWEEN KOBE, HONGKONG AND RANGOON.

EASTWARD. The S.S. "QUILOA," 7,697 tons gross, Captain Cole, will be despatched for YOKOHAMA and KOBE on the 13th Feb., at Noon, taking Cargo and Passengers at Current Rates.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd. AGENTS. Telephone No. 215. Hongkong, 11th February, 1913. [50]

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.

VIA VANCOUVER AND THE CANADIAN PACIFIC RAILWAY

PROPOSED SAILINGS FROM HONGKONG, AND ST. JOHN, N.B. ETC. SUBJECT TO ALTERATION.

FOR VANCOUVER. FROM HONGKONG. "MONTAGUE" SAT., 8th Mar. "EMPRESS OF INDIA" SAT., 5th Apr. "EMPRESS OF JAPAN" SAT., 26th Apr. "EMPRESS OF RUSSIA" WED., 21st May.

FROM ST. JOHN. "EMPRESS OF IRELAND" FEB., 4th Apr. "EMPRESS OF IRELAND" FEB., 2nd May. "ALLAN LINE" FEB., 23rd May. "EMPRESS OF BRITAIN" FEB., 18th June

Steamships leave HONGKONG at 7 A.M. THE direct route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express Train and at ST. JOHN, N.B. or QUEBEC with the Company's Atlantic "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class ... via Canadian Atlantic Ports or New York £71.10 Intermediate Steamship "Montague" £49 " " £31

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTAGUE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD. SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information Maps, Routes, Handbooks Rates of Freight and Passage, apply to D. W. GRADDOCK, General Traffic Agent for China. Corner Pater Street and Pr

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
DEVANHA	Capt. W. R. Hickey	About 14th Feb.	Freight and Passage.
HIMALAYA	Capt. H. G. Evans, R.N.R.	Noon, 15th Feb.	See Special Advertisement.
ANTWERP	Capt. C. C. Talbot, R.N.R.	About 19th Feb.	Freight and Passage.
PORT SAID	Capt. C. C. Talbot, R.N.R.	About 21st Feb.	Freight and Passage.
MOJI, KOBE, NANKIN	Capt. Owen Jones, R.N.R.	About 21st Feb.	Freight and Passage.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 12th February, 1913.

HINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
PORT COUBET	"HANYANG"	On 12th Feb., Noon.
MANILA, CEBU and ILOILO	"TAMING"	On 12th Feb., 4 p.m.
SHANGHAI	"CHINHUA"	On 13th Feb., 4 p.m.
SHANGHAI	"YUNNAN"	On 15th Feb., 4 p.m.
SHANGHAI	"YUNNAN"	On 15th Feb., 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI."

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING,"
Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft.
Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft; Electric Fans fitted.
SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS
("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation,
Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon,
leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through
Bills of Lading to all Yangtze and Northern China Ports.
N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY
Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY
Night.
These Steamers Land Passengers in Shanghai, avoiding the inconvenience of
the transhipment at Woosung.

REDUCED FARES—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to— BUTTERFIELD & SWIRE.

Hongkong, 12th February, 1913. TELEPHONE 36. AGENTS.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK
and from HONGKONG, MANILA and JAPAN to
VANCOUVER (B.C.) and PORTLAND (Or.).

TAKING Cargo at Through Rates to all European, North Continental and British
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,
Levantine, Black Baltic Sea and Ports, and all North and South American Ports.
NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, KOBE & YOKOHAMA:	FOR MARSEILLES, BREMEN, HAMBURG & ANTWERP:
S.S. SUEVIA ... 12th Feb.	S.S. GOLDENFELS ... 13th Feb.
S.S. O. J. D. AHLERS ... 15th Feb.	FOR HAVRE, ROTTERDAM, BREMEN & HAMBURG:
S.S. SILESIA ... 15th Feb.	S.S. BRISGAVIA ... 8th Mar.
S.S. SCHWARZBURG ... 28th Feb.	FOR MARSEILLES, BREMEN & HAMBURG:
S.S. SPEZIA ... 8th Mar.	S.S. BELGAVIA ... 15th Mar.
S.S. SCANDIA ... 10th Mar.	FOR HAVRE, BREMEN & HAMBURG:
S.S. SITHONIA ... 23rd Mar.	S.S. O. J. D. AHLERS ... 16th Mar.
S.S. LIBERIA ... 8th Apr.	FOR HAVRE & HAMBURG:
	S.S. SILESIA ... 23rd Mar.
	FOR VANCOUVER (B.C.) & PORTLAND (Or.).
	S.S. SITHONIA ... 22nd Mar.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 8th February, 1913.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid
Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR
SWATOW, AMOY AND FOOCHOW
AND RETURN.
(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG"	Capt. A. E. Hodgkin	FRIDAY, 14th Feb., at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIR & Co.,
General Managers

Hongkong, 11th February, 1913.

THE EASTERN & AUSTRALIAN

STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA
VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
EMPIRE	13th Feb.	On 1st Mar., 11 A.M.
ST. ALBANS	7th Mar.	On 29th Mar., 11 A.M.
EASTERN	4th Apr.	On 26th Apr., 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful
supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity.
A State-rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.
For further particulars apply to

GIBB, LIVINGSTON & Co.,
Agents.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE

TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers
CHIYO MARU, SHINYO MARU AND
TENYO MARU.
Speed 21 KNOTS, Displacement 22,000 TONS.

and the TWIN SCREW S.S.
"NIPPON MARU."
INTERMEDIATE STEAMER.
Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
CHIYO MARU	W. W. Greene	TUESDAY, 11th Mar., NOON.
NIPPON MARU	A. G. Stevens	TUESDAY, 1st April, at Noon.
TENYO MARU	E. Bent	TUESDAY, 8th April, at Noon.
SHINYO MARU	H. S. Smith	TUESDAY, 29th April, at Noon.

THE S.S. "CHIYO MARU" will be despatched for SAN FRANCISCO VIA
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU, on
TUESDAY, the 11th March, at Noon.

SOUTH AMERICA LINE.
(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO
and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—
BUYO MARU, HONGKONG MARU AND KIYO MARU

Ply between HONGKONG and CORONEL VIA MOJI, KOBE, YOKOHAMA, HONOLULU,
MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING.
BUYO MARU	10,500	THURSDAY, 3rd Apr., at Noon.
HONGKONG MARU	11,000	WEDNESDAY, 4th June, at Noon.
KIYO MARU	10,500	TUESDAY, 5th Aug., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS
TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the
CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,
King's Building (Opposite Blake Pier).

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COMPAGNIE MARITIME

INDO-CHINOISE.

MESSAGRIERS MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 58 hours.

FAST LINE.

S.S. "SI-KIANG," Capt. E. de Catalanc.

(1st and 2nd Classes) will leave Hongkong for

KWANG CHOW WANG AND HAIPHONG,

on WEDNESDAY, the 12th Feb., 1913, at 9 A.M.

For Passages and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG:

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA and SEATTLE with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY

(The only direct train service, without transshipment, also shortest
and fastest route, from the Pacific Coast to Chicago). Taking
cargo on through Bills of Lading to all Overland Common Points
in the U.S.A. and Canada, also to the principal ports in Mexico,
Central and South America.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamers	Captains	Leaves
"CHICAGO MARU"	L. Goto	THURSDAY, 20th Feb., at 2 P.M.
"CANADA MARU"	E. Hamada	WEDNESDAY, 5th Mar., at 2 P.M.
"TACOMA MARU"	T. Hamada	SATURDAY, 22nd Mar., at 2 P.M.
"YANAMA MARU"	J. Kanno	WEDNESDAY, 2nd April, at 2 P.M.
"SEATTLE MARU"	T. Saito	SATURDAY, 19th April, at 2 P.M.
"MEXICO MARU"	N. Kobayashi	WEDNESDAY, 30th April, at 2 P.M.

* Calling at NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA.

† Calling at SHANGHAI, NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA.

‡ Calling at MOJI, KOBE, YOKKAICHI and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus.

A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for
carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

SOUTH CHINA COAST AND

FORMOSA SERVICE.

FOR FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leave
"KAIJO MARU"	Y. Yamamoto	WEDNESDAY, 12th Feb., at 10 A.M.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leave
"TAITOU MARU"	Y. Somekawa	WEDNESDAY, 12th Feb., at 8 A.M.
"DAIJIN MARU"	T. Fuchigami	SUNDAY, 16th Feb., at 10 A.M.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leave
"SOSHU MARU"	K. Tashiro	WEDNESDAY, 19th Feb., at 8 A.M.

FOR CANTON.

Steamer	Captain	Leave
"SOSHU MARU"	K. Tashiro	FRIDAY, 14th Feb.

These Steamers of Coast and Formosa Line have Excellent accommodation for First
and Second Class Passengers and are fitted with Electric Light and Fans.
These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour
Office, Ferry Central).
For FURTHER INFORMATION, apply to

Z. KAMIYA,
MANAGER
Second Floor, No. 1, Queen's Building.

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS
HOMeward PASSENGER SEASON 1913.

FOR

MARSEILLES AND LONDON

(TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.)

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

to COLOMBO		HONGKONG		from COLOMBO to MARSEILLES & LONDON		MARSEILLES (Brindisi 2 days earlier)	PLYMOUTH (London 1 day later)
Steamer	Tons	Noon, SATURDAY		Steamer	Tons	SATURDAY	FRIDAY
HIMALAYA...	7000	February 15		MOREA	11000	Mar. 15	Mar. 21
DEVANHA ...	8000	March 1		MARMORA ..	10500	Mar. 29	April 4
DELTA	8000	March 15		MEDINA	12500	April 12	April 16
INDIA	8000	March 29		Through Steamer		April 26	May 2
ASSAYE	7500	April 12		MONGOLIA ..	10000	May 10	May 16
DEVANHA ...	8000	April 26		MACEDONIA ..	10500	May 24	May 30
CHINA	8000	May 10		MALWA	11000	June 7	June 13
DELTA	8000	May 24		MOOLTAN ...	10000	SUNDAY June 22	SATURDAY June 28

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to
the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved at
Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE, £136.14 RETURN.

2nd " £43.50 " £82.12 "

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSIT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS:

STEAMERS	Tons	Leave	Due	Due
		HONGKONG	MARSEILLES	LONDON

SARDINIA ... 7000 ... February 19 ... March 23 ... April 2

SOMALI ... 7000 ... March 5 ... April 6 ... April 15

KAMUR ... 7000 ... March 19 ... April 20 ... April 30

NANKIN ... 7000 ... April 2 ... May 4 ... May 14

NTANZA ... 7000 ... April 16 ... May 18 ... May 28

NORE ... 7000 ... April 30 ... June 3 ... June 13

NILE ... 7000 ... May 14 ... June 17 ... June 27

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at Marseilles.

FARES TO LONDON:

1st SALOON £55.0 SINGLE, £92.10 RETURN.

2nd " £38.10 " £57.4 "

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

For further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT.

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NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS

STEAMERS AND DISPLACEMENT

TONS

SAILING DATES

MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID

ATSUTA MARU

Capt. J. Nagao, 16,000

WEDNESDAY, 26th Feb., at Night

HITACHI MARU

Capt. T. Yamawaki, 13,000

WEDNESDAY, 13th Mar., at Daylight

VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA

SHIDZUOKA MARU

Capt. Iriawa, 12,500

TUESDAY, 25th Feb., at Noon

TAMBA MARU

Capt. S. Wada, 12,500

MONDAY, 11th Mar., at Noon

NIKKO MARU

Capt. M. Yagi, 9,600

WEDNESDAY, 12th Feb., at Noon

KUMANO MARU

Capt. M. Winkler, 9,300

WEDNESDAY, 12th Mar., at Noon

JINSEN MARU

Capt. M. Machida, 6,000

SATURDAY, 22nd Feb.

BOMBAY via SINGAPORE, and COLOMBO

SANUKI MARU

Capt. J. Richards, 12,500

MONDAY, 17th Feb.

KOBE and YOKOHAMA

MIYASAKI MARU

Capt. K. Soyoda, 16,000

WEDNESDAY, 12th Feb., at 11 a.m.

SHANGHAI, KOBE and YOKOHAMA

COLOMBO MARU

Capt. Kawasima, 5,000

MONDAY, 17th Feb.

NAGASAKI, KOBE and YOKOHAMA

